1.0 INTRODUCTION

1.1 DESCRIPTION OF THE UNDERTAKING

The Delaware Department of Transportation (DelDOT) proposes to establish a bypass that would re-route traffic around Milton and effectively remove the traffic from the historic district of town. The Milton Bypass will route vehicles around Milton from State SR5 (SR5) onto Sussex 319 (S319), then to State Route 30 (SR30) (Figure 1-1). The roadway improvements associated with the Milton Bypass include the widening of turn lanes at the intersection of SR5 and S319, and reconstruction of S319 from SR5 to SR30. Improvements associated with the Bypass will occur either within the existing right of way (e.g., along SR30), or will in places extend approximately 7 to 18 feet beyond the existing right of way to accommodate new roadway shoulders and drainage ditches. The approach of S319 to SR5 will be realigned (i.e., straightened) slightly north of the present alignment. In addition, Bridge 3-918, on SR30 over Reynolds Pond, and Bridge 3-806, on S319 over Diamond Pond, will be replaced within the existing right of way.

1.2 PROJECT DESCRIPTION

Parsons conducted a Phase I archaeological survey and architectural evaluation of portions of the Milton Bypass (hereafter referred to as the project area) within the proposed Limits of Clearing (LOC) for construction. Additionally, a Phase III data recovery investigation was performed on the remains of a nineteenth century sawmill located just north of Bridge 3-806 at Diamond Pond. The cultural resources investigations reported herein were conducted only in areas where the proposed bypass could impact resources outside the existing right-of-way (Figure 1-1). The investigations were conducted for DelDOT and were performed in accordance with the requirements of the National Historic Preservation Act of 1966, as amended, the Advisory Council's Guidelines set forth in 36CFR800 for the Protection of Historical and Cultural Properties, the Delaware State Management Plans for Prehistoric Resources, and the Guidelines for Architectural and Archaeological Surveys in Delaware (Delaware State Historic Preservation Office [Delaware SHPO] 1993). The fieldwork was conducted in consultation with DelDOT and the Delaware SHPO.

1.3 SCOPE OF WORK

The Scope of Work (SOW) was three-fold: to include architectural reconnaissance level survey and assessment, followed by evaluation for three residences and two bridges; Phase I archaeological survey within the LOC for the project area; and HAER recordation of Bridge 3-806, and data recovery of mill-related features associated with Bridge 3-806. The Phase I survey strategy was predicated on a previous study which assessed archaeological sensitivity for the location of both historical and Native American sites (McCormick, Taylor and Associates, Inc. 2001). Archaeological investigation consisted of the combination of shovel test pits (STPs) and pedestrian reconnaissance, and the excavation of 1 m x 1 m test units. Delaware State Historic Preservation Cultural Resource Survey (CRS) forms were filed for newly identified archaeological sites, and updated for all structures and buildings. Bridge 3-806 was examined again following removal of the deck to determine

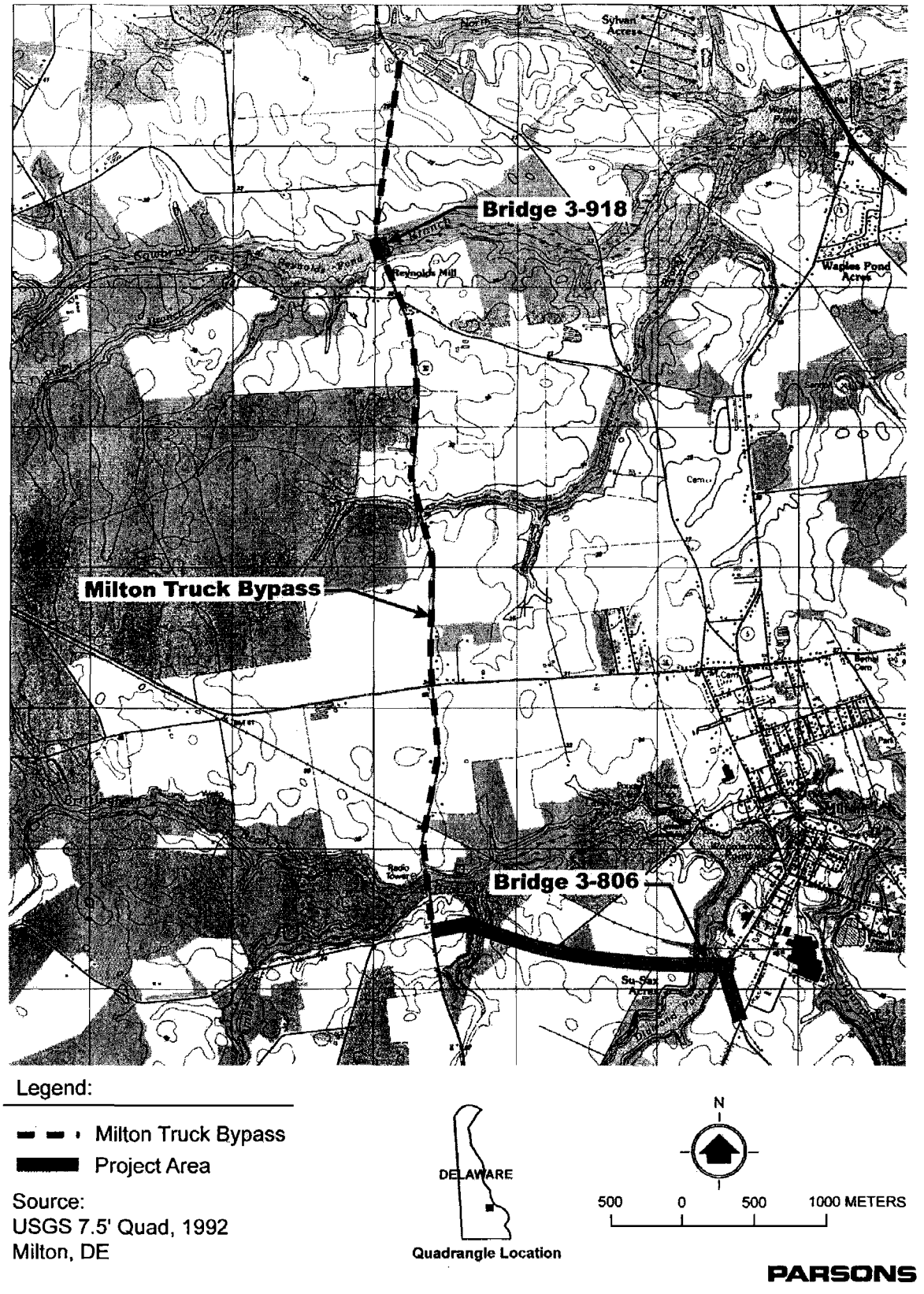

Figure 1-1. Milton Bypass, Milton, Delaware

whether features might be present that would provide additional information about its original construction or any subsequent renovations. Excavation of the sawmill adjacent to Bridge 3-806 was conducted within a coffer dam installed for widening the bridge. All mill-related features were exposed and documented.

Initial architectural investigation consisted of evaluation of two residences (CRS#S-3461 and S-3527) recommended potentially eligible by McCormick, Taylor and Associates, Inc. A third residence (14559 Sand Hill Road, CRS#S-9851) was included in the current study when construction plans called for a small portion of the property to be taken in order to construct a retaining wall. Bridges 3-806 over Diamond Pond and 3-918 over Reynolds Pond, both slated for replacement, were evaluated for NRHP eligibility. The five resources were assessed and individually documented and photographed at the reconnaissance level on CRS forms. This process ensured a thorough study of each resource, its date of construction, architectural style, building materials, use and alterations if applicable. Each of the buildings and structures were than assessed per criteria for listing on the National Register of Historic Places (NRHP) for the historic significance and contribution to the historical context of the Milton area. The resources were documented and evaluated in order to determine their potential eligibility for listing on the National Register of Historic Places. Additionally, a comparative analysis of similar resources was conducted. Ultimately, HAER documentation was prepared for Bridge 3-806 prior to DelDOT widening it.